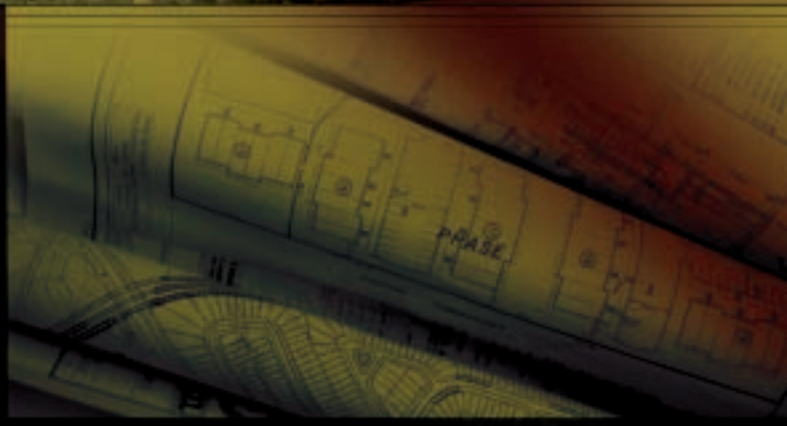
2002 Transportation Report



CITY OF
SAN JOSE
CAPITAL OF SILICON VALLEY

NINTH EDITION

A Message from the City Manager

In spite of the current economic downturn, Traffic and Transportation remain among the top concerns of San José residents. In fact, moving workers, goods and services will be a vital component of economic recovery for the region and the State.

The City of San José remains committed to ensuring that our citizens have access to the safest and most efficient transportation system and services available. The Transportation City Service Area (CSA) is central to the continued delivery of these services. The partnership between the Department of Transportation, the Department of Public Works and the Police Department has evolved into a proficient service delivery team. In keeping with this evolution and our commitment to continuous improvement, the 2002 Transportation City Service Area Report (TCSAR) has been refocused and reformatted to highlight performance measurement. It is intended to provide policymakers and residents with a comprehensive snapshot of the state of transportation services affecting the City, and ongoing progress toward major improvements.

As this year's Report points out, the City of San José has a great many successes to be proud of. The upcoming completion of Highway 87, the launch of construction on the I-880/Coleman Avenue Interchange and the approval of the Bailey/101 interchange, to name a few, are essential transportation improvements that will soon be delivering congestion relief.

The report also points out the great strides we have made in making our local streets safer for pedestrian and bicycle use by completing a number of Traffic Calming projects. In addition, the City's "Street Smarts" efforts help educate motorists and pedestrians alike on the importance of slowing down and being aware.

This report highlights the City's ongoing commitment to providing transportation services that support our residents, expand our opportunities for economic development and improve the quality of life in the South Bay.

Del D. Borgsdorf

Table of Contents

City At A Glance

- *San José is the 11th largest city in the nation and the third largest city in the state with a population of approximately 925,000.*
- *San José was rated the "Safest Big City in America" for the 30 cities with populations over 500,000.*
- *The City of San José covers an area of 177.3 square miles with public streets totaling 2,300 miles.*
- *San José was founded in 1777 and is California's oldest civil settlement.*
- *More than 12,190 high tech companies are located in the San José area and directly employ about 463,600 workers.*
- *The City of San José is the 5th largest employer in the county behind the County of Santa Clara, IBM, Cisco Systems and Agilent Technologies.*
- *At $28.3 billion Silicon Valley ranked second in exports in the country, representing a $12.1 billion increase since 1993, the largest increase in any U.S. metro area.*
- *In 2002, 11.12 million passengers traveled through the Norman Y. Mineta San José International Airport (SJC).*

City Service Areas

City Service Areas (CSAs) have been formed to integrate services that are provided by the City's individual departments to align with the City's six key lines of business - Aviation, Economic and Neighborhood Development, Environmental and Utility Services, Public Safety, Recreation and Cultural Services and Transportation. An additional CSA, referred to as "Strategic Support," represents the internal functions that enable the other six CSAs to provide services to the community.

Transportation CSA

The primary goal of the Transportation City Service Area is to provide a safe and efficient transportation system. The following departments work together to achieve this goal - Transportation, Public Works, Police, Airport, Redevelopment Agency, and Planning, Building and Code Enforcement - and are dedicated to improving the entire transportation system, including freeways, arterials, transit, trails, neighborhood streets, sidewalks, and parking. The City works with other local agencies, as well as with the state and federal governments to provide transportation improvements to freeways, expressways, and transit systems.

In recent years, survey after survey has shown that San José's residents rate traffic and congestion as a serious concern. Additionally, major employers in Silicon Valley have expressed concern that long commutes threaten their ability to attract highly skilled workers and that transportation problems threaten the economic base of the City and the region.

In the 2002-2006 Traffic Capital Improvement Program (CIP), the City budgeted a $940 million dollars to expand and enhance the transportation system. This investment includes $180 million to build new facilities and roughly $760 million to maintain existing assets. The Proposed 2003-2007 Traffic CIP continues this commitment to improve the quality of life in our neighborhoods and for commuters.

Transportation CSA Outcomes

The Transportation CSA is structured to meet four strategic goals. They are:

- Providing Viable Choices in Travel Modes
- Providing Convenient Commutes to Workplaces
- Providing Efficient Access to Major Activity Centers
- Providing Transportation Assets and Services that Enhance the Community

Viable Choices

The Transportation CSA is committed to providing residents of San José a variety of different transportation options, which include completing the build out of the General Plan street system, as well as working with regional partners to facilitate improvements to the regional transit and roadway systems.

Convenient Commute to Workplace

For many years, commute traffic and delays have had an increasing impact on San José families and businesses. This outcome focuses the City's efforts on improving the local commute.

Efficient Access to Major Activity Centers

The Transportation CSA works to improve the accessibility of both customers and goods delivery companies to major activity centers including: the Downtown, the HP Pavilion (Arena) and the Mineta San José International Airport.

Community Livability

The Transportation Services CSA contributes to strong neighborhoods by improving the safety and appearance of residential streets and by reducing the impacts of new construction on neighborhoods and to reducing crash rates.

Major Investments (Adopted 2002-2003)
Expand Parking Downtown
Increase Residential Street Sweeping
Improve Cleanliness Of Neighborhood Business Districts
Sidewalk Repair
Traffic Calming

CSA Partners

Public Works

The Public Works Department (DPW) has the primary responsibility to deliver facilities and infrastructure that meet the needs of the residents of San José and that comply with the standards and requirements established in the engineering guidelines, the City's Master Plans, and the City's General Plan.

Public Works provides critical support to the Transportation CSA by assisting in the planning, design and construction of public facilities and infrastructure. DPW has been aggressive in delivering street resurfacing and rehabilitation projects. A project that specifically targets Strong Neighborhoods Initiative (SNI) areas will have resurfaced approximately 16 miles of residential streets at a cost of $3.8 million. A neighborhood project that rehabilitated four residential streets was also delivered in 2001-2002.

Public Works has been successful in delivering an expanded Streetlight Program. With recent funding increases, DPW has been able to reduce the backlog of minor streetlight requests. Public Works staff has worked with staff from the Departments of Transportation and Parks, Recreation and Neighborhood Services (PRNS) to identify lighting priorities in SNI areas and to secure funding for needed improvements. Additionally, staff developed new Council approved guidelines that require the use of ornamental fixtures in designated Historic Districts and Conservation Areas. These guidelines will be incorporated into future citywide lighting programs.

Police Department

The San Jose Police Department's (SJPD) role in the Transportation CSA is to support the CSA's outcomes of Providing Transportation Assets and Services that Enhance the Community; Convenient Commute to Workplaces and Efficient Access to Major Activity Centers through its Traffic Safety Services core service.

In City surveys, residents have consistently reported that traffic into and throughout the City as one of their main concerns. This is also true of safety around schools and in heavily traveled intersections. SJPD supports the Transportation CSA outcomes by:

- Providing a visible presence as both an enforcement and a prevention measure at heavily impacted locations
- Responding to crashes as they occur which impede the free flow of traffic
- Investigating traffic-related complaints received from residents and visitors
- Participating in community meetings

The Police Department also manages important community safety programs through the School Safety and Education Unit. The goal of the program is to reduce and prevent accidents to school children. In order to meet its goals the Unit oversees three programs. They are:

- The Adult Crossing Guards Program
- Safety Education Programs
- Student Safety Patrol

The programs listed above as well as other programs and traffic enforcement services administered by the Traffic EnforcementUnit (TEU) provide critical support and allow the Transportation CSA to meet its goals and outcomes.

Transportation City Service Area

Department of Transportation

In 2002, DOT reorganized and realigned into three core service delivery areas. They are:

- Transportation Planning and Projects
- Transportation and Parking Operations
- Infrastructure Maintenance

Transportation Planning and Projects

- Route 87 – Julian Street to Coleman Avenue mainline construction contract started for the Bassett viaduct widening project.
- Route 87 – Mission to North of I-880 – Construction contract began, which includes the Hedding Street undercrossing and a new Route 87 bridge overcrossing I-880.
- Route 87 – Construction contract for North of 880 to 101 began,which includes construction of the Skyport Drive interchange and the Airport Parkway undercrossing.
- Opened the Taylor Street Overcrossing – a component of the Route 87 Project.
- Completed the Downtown Access Study with the Redevelopment Agency, which ensures that current and future development effectively integrates all aspects of the transportation system. The Study was approved by the City Council in June 2002 and focuses on improving the livability of surrounding neighborhoods, increasing transit use, and providing for a more efficient use of the existing freeway system.
- Continued to move the I-880/Coleman Avenue Interchange project forward.
- Provided design review support on 1996 Measure A/B rail and highway projects enabling VTA to continue construction on the Capitol and Vasona Light Rail Projects and the I-880 and U.S. 101 Highway Widening projects.
- Managed the City's 5-year Transportation budget of $270 million.
- Received a $1 million Transportation for Livable Communities (TLC) grant for the construction of the River Oaks bicycle and pedestrian bridge.
- Developed a database to track all requested bicycle and pedestrian projects.
- Implemented over $500,000 in Transportation Development Act grant funding projects including: the installation of new sidewalks, the traffic safety education program for public schools, and striping of new bicycle lanes.
- Completed a Transportation Fund for Clean Air (TFCA) grant to install bicycle racks that will accommodate more than 280 bicycles throughout San José.
- Received a TFCA grant to install bicycle racks at select bus stops within San José.
- Instituted a program to analyze crashes in the City involving bicyclists or pedestrians, utilizing information provided to DOT by the San Jose Police Department.
- Participated in the Diridon/Arena Study in partnership with the San Jose Redevelopment Agency to identify long-term development strategies for the Diridon Station Area.
- Participated in the Countywide Expressway Study, in cooperation with the Valley Transportation Authority and the County of Santa Clara, which has identified nearly $2 billion in proposed expressway improvements.

Transportation and Parking Operations

- Launched the "Street Smarts" Campaign, a public safety awareness program that targets motorists, pedestrians and bicyclists to raise awareness about unsafe behaviors such as speeding, crosswalk violations and running red lights.
- Evaluated 42 schools as part of the School Access Enhancement Study.
- Purchased a speed advisory trailer for the Police Department.
- Made significant progress on the design of traffic calming plans for six neighborhoods.
- Instituted Residential Permit Parking zones in the College Park, Horace Mann and South University neighborhoods.
- Completed a comprehensive Parking Management Plan with the San José Redevelopment Plan that details an extensive ten-year effort to add parking facilities, free shuttles to peripheral lots and encourage transit use to Downtown.

Infrastructure Maintenance

- Resealed 86 miles of residential streets and 57 miles of arterial streets.
- Resurfaced 11 miles of local streets.
- Replanted 1200 street trees.
- Swept 64,000 miles of residential streets.
- Painted approximately 4.5 million feet of roadway markings, striping and curbs.
- Replaced approximately 7000 traffic signs.

Regional Roadway System

Traffic congestion continues to be a major concern for the residents of San José. In order to meet the current needs of our residents and the long-term demands on the roadway system that will come with continued population and job growth, improvements to the region's transportation system continue to be a priority. The passage of Measures A/B by county voters in November 1996 provided funding for many of these important regional roadways. San José has also actively committed local funds to projects within the City, which has allowed high priority projects to advance into planning and construction phases.

Below is a listing of the major roadway improvements underway or planned in the San José area during the next few years.

Under Construction

Route 87 Freeway Project

Converts Route 87 to a 6-lane freeway between Julian Street and Route 101, with interchanges at Taylor and Skyport. Project construction cost is $260 million.

Construction began in 1997 and is scheduled for completion in 2004.

The Taylor Street Bridge opened in January 2002.

Additional information on the project is available at: www.route87.org

Route 880/Highway 237 Interchange Reconstruction

Improves the Interchange at Highway 237 and Route 880 and widens Route 880 to eight lanes between the Dixon Landing Road Interchange and Highway 237. Project cost is $48.5 million.

Construction began in 2001 and is scheduled for completion in 2004.

Route 17 Improvements

Constructs various improvements between Route 280 in San José and Highway 9 in Los Gatos. Construction cost is $40 million. Due to budgetary constraints, these projects have had only $11.5 million funded for Project Development and ongoing construction.

Construction began in 2001 and is scheduled for completion in 2004.

Route 85/Route 87 Interchange Project

Completes the existing interchange in San José by adding two connector ramps from southbound Route 85 to northbound 87 and from southbound Route 87 to northbound Route 85. Project cost is $44.7 million.

Construction began in 2001 and is scheduled for completion in 2003.

Route 85/Route 101 Interchange Project

Construct High Occupancy Vehicle (HOV) direct connector ramps from northbound Route 101 to northbound Route 85 and from southbound Route 85 to southbound Route 101. Adds a mixed-flow connector to be constructed from southbound Route 101 to northbound Route 85. Project cost is $62 million.

Project construction began in 2001 and is scheduled for completion in 2004.

Route 101 Widening Project

Widens Route 101 for 7.5 miles between Metcalf Road in south San José to Burnett Road in Morgan Hill from four to six lanes with an additional HOV lane in each direction. These improvements are being added in the existing median area. Project cost is $52 million.

The project is scheduled for completion in early 2003.

Route 880 Widening Project:

Widens Route 880 between Route 101/North First Street and Montague Expressway from a four-lane to a six-lane freeway and incorporates a new southbound auxiliary lane from Route 101 to North First Street. Project cost is $69.6 million.

This project is scheduled for completion in fall 2003.

Under Design

Route 87 High-Occupancy Vehicle (HOV) lanes and Ramp Merging Improvements – Branham Lane to Route 280

Constructs approximately five miles of HOV lanes in each direction in the existing median of Route 87 between Branham Lane and Route 280, and includes the installation of additional merging lanes on southbound Route 87 between Route 280 and Almaden Expressway. Project cost is $75 million.

Project construction is scheduled to begin in 2003 and to be completed in 2006.

Route 87 High-Occupancy Vehicle Lanes – Route 280 to Julian Street

Constructs, in the existing median, an HOV lane in each direction of Route 87 between Route 280 and Julian Street, and includes the installation of ramp meters at the entrance ramps and widening of northbound Route 280 to northbound Route 87 connector ramps. Project cost is $46.6 million.

Project construction is scheduled to begin in 2003 and be completed in 2005.

Route 880/Coleman Avenue Interchange Project:

Reconstructs the entire Route 880/Coleman Avenue interchange. Replacement of the Coleman Avenue Bridge over Route 880 and modification of all existing onramps and offramps will also take place, as well as modifications to Coleman Avenue, Airport Boulevard, McKendrie Street, and Newhall Street in the proximity of the interchange. Project cost is estimated at $73 million.

Construction is scheduled to begin in 2003 and to be completed in 2005.

Route 101/Hellyer Avenue

Constructs upgrades and safety improvements at the Route 101/Hellyer Interchange. Project cost is approximately $10 million.

Project construction is scheduled to begin in 2003 and be completed in 2004.

Route 101/Blossom Hill Road

Constructs upgrades and safety improvements at the Route 101/Blossom Hill Interchange. Project cost is approximately $5 million.

Project construction is scheduled to begin in 2003 and be completed in 2004.

Route 101/Bailey Avenue

Constructs a new interchange at Route 101/Bailey Avenue in Coyote Valley. Project cost is $45 million.

Project construction is scheduled to start in 2003 and be completed in late 2004.

Route 880/Stevens Creek Boulevard

Constructs upgrades and safety improvements at Route 880/Stevens Creek Boulevard. Project cost is approximately $3 million.

Project construction is scheduled to start in 2003 and to be completed in 2004.

Planned

The State of California requires that any capacity increasing project on the state highway system must have a completed Project Study Report (PSR) prior to programming the State Transportation Improvement Program (STIP). The PSR must include a detailed description of the project scope and estimated costs. The intent of the PSR requirement is to improve the accuracy of the schedule and costs shown in the STIP, and thus improve the accuracy of the estimates of STIP budget and project delivery.

Planning studies are currently being developed for the following upgrades and safety improvement projects:

- Montague Expressway Widening
- Route 101/Trimble Road
- Route 101/Tully Avenue
- Route 101/Capitol Avenue
- Route 101/Zanker Road

Funding for these future projects will be pursued from federal and state sources.

101 Corridor Studies

VTA is managing two studies that will define projects along the Route 101 Corridor, which will provide operational and geometric improvements to enhance regional connectivity, relieve congestion, alleviate bottlenecks and enhance safety. The studies, which are expected to be completed in the fall of 2003, will include traffic operations analyses of existing and future traffic conditions, conceptual plans of proposed improvements, preliminary cost estimates for feasible alternatives and formulation of implementation priorities. The City of San José provided $600,000 in local funds towards the completion of the studies.

The two studies are:

- Route 101 North Highway Corridor – between south of great America Parkway and Old Oakland Road
- Route 101 Central Corridor – Capitol Expressway from McLaughlin Road to Aborn Road including a segment of Aborn Road between King Road and Capitol Expressway.

Expressway System Improvements

The Santa Clara County Department of Roads and Airports has joined with the Santa Clara Valley Transportation Authority (VTA) to undertake an analysis of the entire Countywide Expressway System. The study will help determine the needs of each expressway corridor in the County and identify strategies to best address those needs. The City of San José is a partner in this study in order to respond to specific issues affecting San José residents and commuters. The study is expected to be completed during the summer of 2003.

Regional Roadway Projects

City of San Jose - Department of Transportation

Regional Transit System

San José is uniquely positioned as a major transit hub with current services provided by the Santa Clara Valley Transportation Authority (VTA), Caltrain, the Altamont Commuter Express (ACE), the Capitol Corridor Intercity Rail Service, and Amtrak available at the San José Diridon Station. In the future, Light Rail as well as High-Speed Rail will also serve Diridon.

BART

In November 2000, the voters of Santa Clara County approved Measure A, earmarking $2 billion in locally generated funds toward the development of the BART Extension to Milpitas, San Jose and Santa Clara. On May 28, 2002, the San José City Council supported recommended alignment and station options for the project through the City. On May 29, 2002, The BART Policy Advisory Board, which was established for the project, approved the recommended design options. These recommendations were then forwarded to the Santa Clara Valley Transportation Authority (VTA) and the San Francisco Bay Area Rapid Transit District (BART) Boards of Directors for their incorporation into the project description.

On June 28, 2002, the VTA and BART Boards of Directors unanimously approved the project description that is being studied in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR). The boards supported the station and alignment recommendations developed through seven months of evaluation and consultation with cities, such as San José, various agencies, and the community.

The recommended project description for the EIS/EIR starts the project south of the planned Warm Springs BART station in the City of Fremont and ends 16.3 miles later in the City of Santa Clara. When completed, the extension would:

- Include seven stations, with an optional station in the City of Milpitas
- Build a new maintenance and storage yard in San Jose/Santa Clara
- Operate with six-minute headways

The environmental document will identify both construction-related issues and the effects of the completed BART Extension. Along with the evaluation of the approved project description, VTA will undertake the review of a No-Project Alternative and a Baseline Alternative.

VTA began the environmental work in early 2002 and is expecting completion in Spring 2004. The City's goal is to see the project construction begin in 2005 and for revenue service to begin in 2012.

BART Project Milestones (2001-02)
Major Investment Study – Completed
BART Extension Project Approved as the Preferred Investment Strategy
Cooperative Agreement Reached between VTA and BART
Project Description Approved for EIS/EIR
FTA New Starts Report Submitted
Project Recommended for Entry into Preliminary Engineering by FTA
Purchased Railroad Right of Way for Corridor

LOCAL PUBLIC TRANSIT

The Valley Transportation Authority (VTA) provides public transit service throughout Santa Clara County. Transit services are readily accessible to residents of San José, as all residences and businesses in the city are within a quarter mile of bus or light rail service. VTA's bus network is made up of 72 bus routes and over 4,600 bus stops.

The backbone of the bus network is Line 22, which operates between Eastridge Shopping Center and the Menlo Park Caltrain Station, and carries over seven-and-a-half million passengers per year. Express routes offer a commute alternative to employment centers located throughout the county.

The Guadalupe Light Rail Line runs 18 miles of service from the residential neighborhoods of south San José, through downtown San José, to the high technology employment centers in north San José. The Tasman West Light Rail Line opened for service on December 20, 1999 with 17 stations. On May 17, 2001, two new stations, Cisco Way and I-880, were opened for service on the Tasman East Light Rail Line.

The Tasman Light Rail Line extends the light rail system another 11.5 miles servicing stations in the City of Sunnyvale, Mountain View, connecting with Caltrain commuter rail service at the Mountain View Caltrain Station, Santa Clara, and Milpitas.

VTA also partners with the Altamont Commuter Express Commuter (ACE) and Caltrain to provide regional bus service. Ridership on public transit recorded 38.3 million riders during the first 9 months of the year 2002. On a typical weekday, approximately 141,071 passengers board VTA buses and 23,316 ride light rail.

The economic downturn and the associated decline in employment in Santa Clara County has resulted in decreased ridership for VTA Bus and Light Rail compared to the same period last year.

Light Rail

Santa Clara Valley Transportation Authority (VTA) currently operates a 30.5-mile VTA light rail line system, which extends from south San José through Downtown to the northern areas of San José, Santa Clara, Mountain View and Sunnyvale. Service operates 24-hours, every 15 minutes during much of the day.

As part of the 1996 Measure A/B program, VTA is currently constructing the Capitol Light Rail Line and the Vasona Light Rail Line.

Public Transportation Ridership 2002		
Bus	**City of San José**	**Santa Clara County**
Number of Bus Stops	2,130	4,615
Annual Ridership *	22,673,182	32,960,520
Average Weekday Ridership *	96,634	141,071
Light rail	**City of San José**	**Santa Clara County**
Number of Light Rail Stations	31	50
Annual Ridership *	4,319,590	5,381,485
Average Weekday Ridership *	18,799	23,316
Total Annual Ridership *	26,992,772	38,342,005

** based on figures from Jan. 2002 to Sep. 2002.*

NOTE: San José ridership accounts for approximately 69% of total bus ridership and 80% of total light rail ridership.

Regional Transit System (cont.)

Capitol Light Rail:

Capitol Light Rail Project is a 3.5-mile extension of the Tasman Light Rail Line. The project is being constructed along Capitol Avenue from just south of Hostetter Road to Alum Rock Avenue, north of Capitol Expressway. Four stations are planned for construction at Berryessa, Penitencia Creek, McKee, and Alum Rock, with a future station proposed for Gay Avenue. Light Rail will operate in the median of Capitol Avenue, with two vehicle travel lanes and a bike lane in each direction paralleling the trackway. Project cost is $166.5 million.

Construction began June 2001 and service is anticipated to begin in summer 2004.

Tasman East

The Tasman East Project is a 4.8-mile extension from North First Street to Hostetter Road. The first phase of the project extended Light Rail from the Baypointe Station in San José to I-880 along the median of Tasman Drive. Included in the now open first phase are stations at Baypointe, Cisco Way, and I-880 in Milpitas. Phase II will continue the extension to Hostetter and include these stations currently under construction: Great Mall and Main Street, Montague Expressway, Cropley, and Hostetter. Project cost is $287.4 million.

Construction began in 2000 and service is anticipated to begin in summer 2004.

Vasona Light Rail

Vasona Light Rail Project is a 6.8-mile extension to the existing 30.5-mile VTA Light Rail system. It is anticipated the project will be built in two phases adding 11 new stations between Woz Way in Downtown San José and Los Gatos. Vasona Light Rail will operate primarily on the existing Union Pacific Railroad right-of-way between the San José Diridon Station and Vasona Junction, with the segment between the San Fernando and San José Diridon Stations operating within a tunnel alignment.

Phase One of the project, which is a 4.8 mile extension between downtown San José to Winchester Station in the city of Campbell, is currently under construction. Project cost is $320.9 million.

Construction began in 2001 and service is anticipated to begin in early 2005.

COMMUTER RAIL SERVICE

Altamont Commuter Express (ACE)

The Altamont Commuter Express (ACE) began operating in October 1998 and provides a transit alternative for commuters traveling along I-580 over the Altamont Pass and along the I-680 corridor from Pleasanton. ACE was designed as a multi-regional commuter rail service to provide a transportation choice for workers who reside in Alameda and San Joaquin counties.

Funding for the operation and management of the service is provided by a partnership consisting of the Santa Clara Valley Transportation Authority (VTA), the Alameda County Congestion Management Agency (ACCMA) and the San Joaquin Regional Rail Commission (SJRRC). ACE service consists of three round-trips, which end in Downtown San José at the Diridon Caltrain Station.

Caltrain

The Peninsula Corridor Joint Powers Board (JPB) is currently overseeing the development of a "baby bullet" service between the cities of San José and San Francisco. This 22-month, $110 million improvement program involves the construction of additional passing tracks to the existing Caltrain line, along the existing JPB alignment. The additional tracks will allow express service trains to pass local service trains between San Francisco and San José. In order to expedite the construction, Caltrain will not run rail service on weekends but will provide a parallel bus service to its patrons for approximately two years.

Future "baby bullet" express service will allow travel between the two cities in less than 50 minutes, lower than the current 90-minute trip.

Capitol Corridor Intercity

The Capitol Corridor service began in December 1991 with six daily trains between San José and Sacramento. The Capitol Corridor Joint Powers Authority (CCJPA) assumed management responsibility for the service in October 1998, and today it is the third busiest intercity passenger rail service in the United States. In April 2001, the CCJPA expanded service to 18 daily trains using six trainsets in the State-owned Northern California pool (Capitol Corridor and San Joaquin services). In October 2002, using seven trainsets and the same operating budget for 18 daily trains, service increased to 20 weekday trains (18 weekend trains).

California High-Speed Rail

In 1993, Governor Pete Wilson and the California State Legislature established the nine-member Intercity High-Speed Rail Commission to investigate the feasibility of High-Speed Rail for California. In 1996, the Commission submitted its Final Report to the Governor and the Legislature determining that High-Speed Rail is feasible once constructed and would be an operationally self-sufficient system. The Commission also concluded that High-Speed Rail would benefit the state's economy, would enhance California's competitiveness in a global market, and deserves the widespread support of the people of California. The Commission recommended that the Governor and Legislature create an implementation "Authority" to secure financing for High-Speed Rail and to oversee the construction and operation of a statewide network. The California High-Speed Rail Authority was created in 1996 by Senate Bill 1420 (Kopp and Costa).

The California High-Speed Rail Authority (CHSRA) is preparing a program-level Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for a 700-mile high-speed train system serving Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County and San Diego. High-speed trains would be capable of maximum speeds of at least 200 miles per hour with an expected trip time from San José to Los Angeles of 2 hours and 2 minutes. It is important to note that the new Chair of the California High Speed Rail Authority is long-time rail advocate and former Santa Clara County Supervisor Rod Diridon, Sr. As a result, the Bay Area is expected to play a central role in the development of California's High-Speed Rail system.

On November 14, 2001, the Authority approved recommendations for the first screening of Alternatives for the Bay Area, Los Angeles-Sylmar, Los Angeles-Inland Empire-San Diego, and Los Angeles-Orange County-San Diego regions. Authority staff is providing further analysis for the San José-Merced and Bakersfield-Sylmar segments. These analyses are scheduled for completion in June 2002. Upon completion, CHSRA staff will incorporate any new findings into the screening report.

The approval of the First Screening Report-Part 1 is a major milestone in the program-level EIR/EIS process. The Authority has greatly reduced the number of alignments, station locations and types of high-speed trains to be further investigated. In addition, the Authority and the Federal Railroad Administration are reviewing staff recommendations for the first screening of alternatives for the Sacramento-Bakersfield region as well as the Los Angeles Union Station to Los Angeles International Airport segment.

The draft of the Statewide EIR/EIS is scheduled to be completed June 2003 with a public review in June and July. Completion of the Final EIR/EIS is expected in December 2003.

Bicycle & Pedestrian Program

The San José City Council has approved several General Plan amendments that have strengthened the City's commitment to pedestrians and bicyclists. DOT's Bicycle & Pedestrian Program Coordinator is responsible for overseeing the achievement of the program goals including: the implementation of the City's 274-mile Transportation Bicycle Network; applying for and administering pedestrian and bicycle related grants; staffing the City's Bicycle Pedestrian Advisory Committee (BPAC); coordinating projects and planning with other City departments; and working with community and advocacy groups.

The following highlights the achievements of the Bicycle & Pedestrian Program during 2002:

- Received a $1 million Transportation for Livable Communities (TLC) grant from the Metropolitan Transportation Commission (MTC) to build the River Oaks bicycle and pedestrian bridge. The award of this competitive federal grant completes funding for a pedestrian and bicycle bridge across the Guadalupe River connecting housing, jobs and public transportation in the Cities of San José and Santa Clara. The project received support from a coalition including both cities, the Valley Transportation Authority (VTA), members of the Santa Clara County Board of Supervisors, Walk San José, Silicon Valley Bicycle Coalition and the Santa Clara Valley Water District (SCVWD). The City's application has been used by the program as a model for a subsequent call for projects.
- Completed a workshop with the City's Bicycle Pedestrian Advisory Committee identifying requested projects throughout the City.
- During the annual, statewide Bike to Work Day sponsored Energizer Stations (informational tables) at San José Diridon Station, City Hall and the corner of Second and Santa Clara Streets.
- Developed a database to track all requested bicycle and pedestrian projects, as well as available funding (if any).
- Implemented over $500,000 in Transportation Development Act (TDA) grant funding. This State grant allowed the City to: install new sidewalks where none previously existed; continue traffic safety education in San José's public schools; and plan new bike lanes.
- Completed a Transportation Fund for Clean Air (TFCA) grant to install bicycle racks accommodating more than 280 bicycles throughout the San José.

- Successfully completed an audit of projects funded by the State Transportation Development Act, Article III.
- Received a new Transportation Fund for Clean Air (TFCA) grant to install bicycle racks at select bus stops in San José.
- Expanded a program to analyze crashes in San José involving bicyclists or pedestrians. This program studies key causes of crashes and develops recommendations to reduce them.
- Provided bicycle and pedestrian expertise for the nineteen Strong Neighborhood Plans in San José.
- Collaborated with the City's Parks, Recreation & Neighborhood department on creek trail planning, development and funding.
- Coordinated pedestrian and bicycle planning activities at the County VTA and regional MTC levels.
- Participated in development of the San José's Street Smarts campaign.
- Provided presentations at two local nonprofit organization meetings and one national conference.

Local Arterial Streets

Completing the City's Arterial Street system is a large part of the Department of Transportation's (DOT) goal of providing Viable Choices in Travel Modes. The Department partners with the City's Public Work's Department (DPW) to fund and construct these City projects.

There are several projects being developed that will eliminate bottlenecks, improve safety and enhance the appearance of the arterial street system. The completion of these projects on the City's street system will provide residents better access and improved choices in travel modes.

The locations where projects are planned for construction over the next three years include:

Berryessa	Route 680 to Coyote Creek
Hostetter	Sierra Creek to Stone Creek
King Road	Penitencia Creek to McKee Road
King Road	200 feet south of Barberry Lane
Oakland Road	Route 101 to Montague Expressway
Quito Road	Saratoga Avenue to Bucknall Road
Senter Road	Monterey Highway to Tully Road
Story Road	Senter Road to McLaughlin Avenue
Tully Road	Senter Road to Lucretia Avenue
White Road	Penitencia Creek to McKee Road

Congestion Monitoring

This is the second year the travel time survey was carried out in this format. In order to gain a better sense of the commutes undertaken by area residents, this Annual Report provides commute scenarios likely to be experienced by residents. Many factors affect the collection of travel time data. Roadway conditions, weather, and varied start times are among the major contributors in the differences in travel time data. Despite the effort to ensure survey runs are conducted on exact starting time in the commute peak period for each origin-destination pair, large changes in travel time do occur and should not be construed as a broad trend.

An overall anticipated result of the economic downturn has been that travel times are generally down this year. Of the 25 origin-destination (O-D) pairs surveyed, 76 percent of the peak and 64 percent of the free flow average travel times are lower than last year's averages.

The 2002 Travel Time Map depicts travel times and average speeds for regional routes into and out of Downtown San José during morning peak (7:00 a.m. to 9:00 a.m.)and afternoon peak (4:00 p.m. to 6:00 p.m.)travel times. Commuters traveling down the I-880 Corridor from Decoto Road (Route 84) spent approximately 37 minutes during the morning commute traveling to First and Santa Clara streets in Downtown San José, nearly 21 minutes faster than in 2001. Travelers along I-680 and the Sunol Grade spent nearly 34 minutes traveling to San José from the I-580/I-680 Interchange in Pleasanton, approximately 17 minutes faster than in 2001. In the afternoon, southbound travel to Gilroy (Route 101/Route 52) averaged 47 minutes compared to 32 minutes during non-peak periods. This represents close to a 6 minute drop in the afternoon peak time, while the non-peak time had very little change from last year. In all, every regional route surveyed showed some level of reduction in travel time in the peak direction. On the other hand, some of the local origin-destinations surveyed showed increases in travel time. For example, motorists commuting from the Monterey/Capitol area to and from Downtown San José spent approximately 3 minutes longer in both morning and afternoon peak periods. Also included in this report is a table that provides travel time and fare information on transit services within the same corridors.

2002 Santa Clara County Travel Time Data in Minutes

(xx.x) - Non-Peak Travel Times

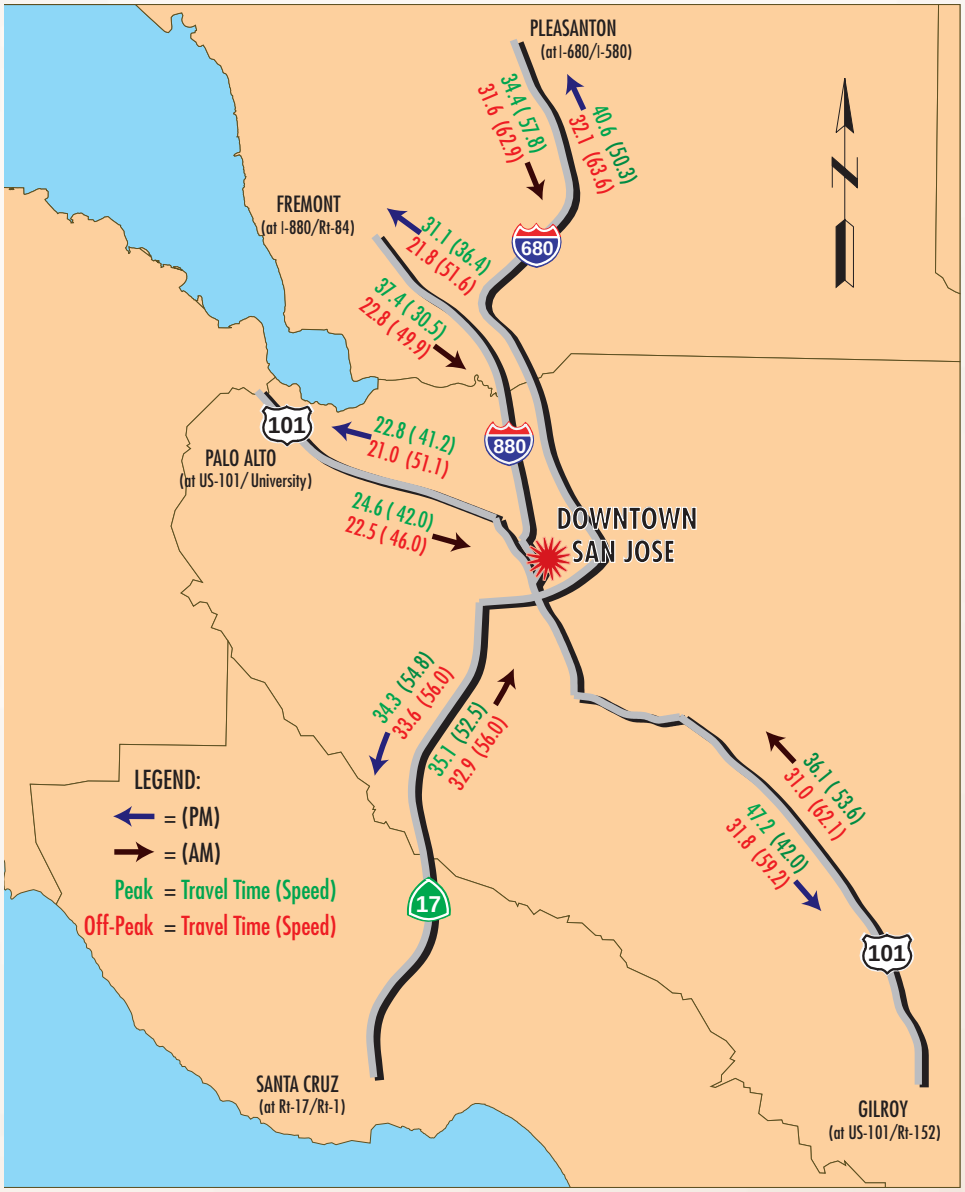
AM Arriving at 8:00 a.m.		TO North San José 1st & Tasman	Downtown San José 1st & Santa Clara	Edenvale/Coyote 101 at Bernal	Mountain View 101 at San Antonio
FROM	South Valley Coleman & Santa Teresa	37.8 (22.2)	21.9 (14.2)	11.1 (8.1)	33.7 (23.3)
	Berryessa Mabury & White	18.9 (16.2)	16.6 (14.8)	18.5 (15.8)	37.3 (21.0)
	Evergreen Tully & White	36.4 (21.5)	26.6 (15.8)	17.5 (13.2)	29.3 (24.8)
	Monterey/Capitol Capitol & Monterey	33.7 (21.7)	16.7 (11.9)	9.8 (9.0)	29.8 (24.6)
	West San José Saratoga & Williams	20.4 (17.7)	9.8 (8.3)	22.4 (17.3)	27.8 (16.0)

PM Leaving at 5:00 p.m.		TO South Valley Coleman & Santa Teresa	Berryessa Mabury & White	Evergreen Tully & White	Monterey/Capitol Capitol & Monterey	West San José Saratoga & Williams
FROM	North San José 1st & Tasman	38.6 (21.4)	20.5 (16.8)	33.6 (21.6)	28.6 (22.4)	18.0 (16.7)
	Downtown San José 1st & Santa Clara	20.1 (12.5)	15.1 (14.4)	20.0 (15.6)	20.5 (13.7)	11.6 (11.1)
	Edenvale/Coyote 101 at Bernal	8.7 (8.6)	19.4 (14.9)	12.8 (10.9)	11.1 (8.8)	23.3 (19.2)
	Mountain View 101 at San Antonio	31.8 (22.8)	39.9 (24.6)	37.4 (23.2)	36.8 (24.6)	32.5 (17.8)

Level of Service

In the city of San José only 7 of the approximately 800 signalized intersections received an LOS ranking of F. All 7 experienced 60 seconds or more of average delay. During the PM peak period (4:00 PM – 6:00 PM) there were 6 LOS F Intersections; all of them also received LOS F ranking in previous year. During the morning peak period (7:00 AM – 9:00 AM) there was one LOS F Intersection, whereas no intersection received LOS F in the morning in previous year.

These ratings do not reflect the effect of ramp meters.



Note: AM=Arrive Downtown at 8:00 AM
PM=Depart Downtown at 5:00 PM

Level of Service F Intersections
AM Peak Period (7:00 AM to 9:00 AM)
Bollinger/Lawrence
PM Peak Period (4:00 PM to 6:00 PM)
San Tomas/Stevens Creek
Almaden/Blossom Hill
Capitol/Silver Creek
Capitol/Story
Montague/Trade Zone
Montague/O'Toole

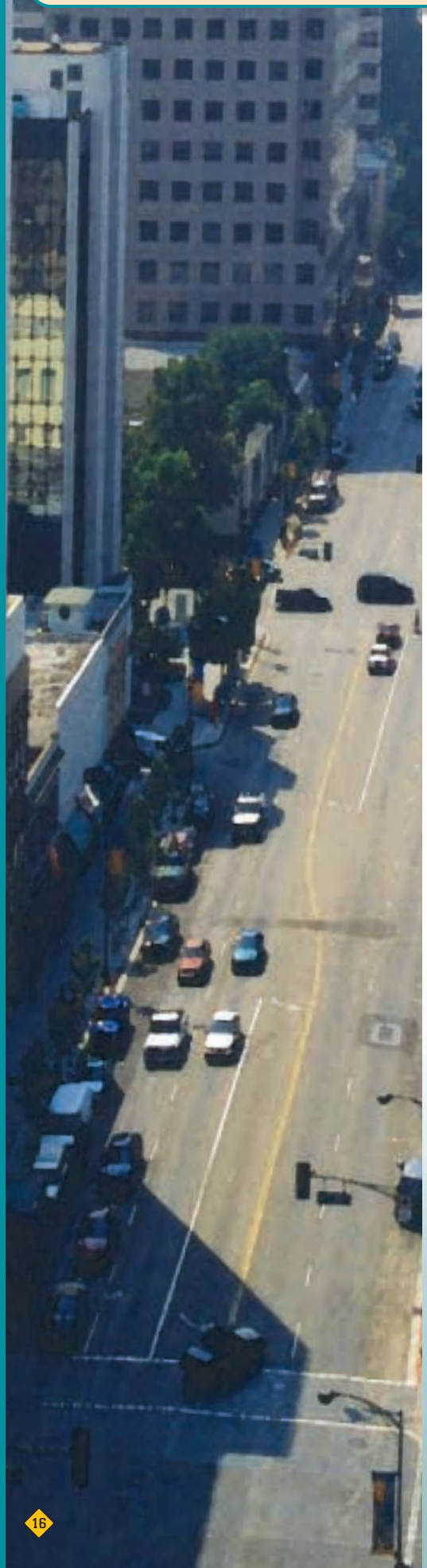
Intersection Level of Service Definitions

LOS	Intersections	Delay (sec.)
A	No Congestion. All vehicles clear in a single signal cycle.	<5
B	Very light congestion. All vehicles clear in a single signal cycle.	5-15
C	Light congestion, occasional backups on some approaches or turn pockets.	15-25
D	Significant congestion on some approaches, but intersection is functional. Vehicles required to wait through more than one cycle during short peaks.	25-40
E	Severe congestion with some long back ups. Blockage of intersection may occur. Vehicles are required to wait through more than one cycle.	40-60
F	Total breakdown. Stop and go conditions.	>60

Transit Alternatives for Regional Routes

Route	Transit System	Time (Minutes)	Single Ride Fare
Gilroy to San José	Caltrain	52	$3.00
Palo Alto to San José	Caltrain (Express)	37	$3.00
Pleasanton to San José	Altamont Commuter Express (ACE)	62	$7.00
Santa Cruz to San José	Hwy 17 Express	65	$3.00
Fremont to San José	BART Express	59	$2.25

Intelligent Transportation Systems



Silicon Valley Intelligent Transportation System Program

Success in Silicon Valley has led to concern over traffic congestion. The City's annual survey indicates that traffic congestion is among the top concerns of residents. Recognizing that in order to mitigate traffic congestion in the Silicon Valley, a regional approach must be taken, the City has led the region's effort in developing and implementing regional traffic management strategies through the Silicon Valley Intelligent Transportation System (SV-ITS) Program.

The SV-ITS Program began in 1996 as Northern California's first multi-jurisdictional collaboration to provide reliable, safe and more efficient transportation services. Unable to build our way out of traffic congestion, the Program looked at high tech solutions for improving roadway capacity, reducing congestion and motorist delays. The SV-ITS Program has received tremendous funding support from all levels of the government, advancing the deployment of the regional traffic management system. The multi-year plan, when completed in 2004, will connect approximately 45 miles of congested regional corridors with cameras, advance traffic management control systems, and dynamic message signs, and will provide real-time tools to traffic management agencies. Local agencies' traffic management centers are being interconnected with fiber communication backbone and a data exchange network. An incident management system and travel information over the web are also being developed to provide coordinated traffic management services.

"Smart corridors," high volume commute corridors that are parallel to a freeway and have at least one major activity center, begin in Los Gatos in the south, cross multiple jurisdictions, and are distributed countywide. They lead to the Fremont BART Station to connect with Caltrans District 4's future traffic management center. Corridors in the program include: Bascom Avenue; Calaveras Boulevard; Coleman Avenue/De La Cruz; San Tomas Expressway; Stevens Creek Boulevard; and Milpitas/Warm Springs Boulevards.

The City's partners include: County of Santa Clara, Valley Transportation Authority, Metropolitan Transportation Commission, California Highway Patrol and Caltrans, along with the cities of Campbell, Cupertino, Fremont, Milpitas, Santa Clara, Los Gatos.

Traffic Signal Management Program

Since 1988 the City of San Jose's Traffic Signal Maintenance Program (TSMP) has been consistently operating to meet the overall program goals that are designed to:

- Synchronize traffic signals thereby minimizing vehicular delay.
- Monitor the operation and performance of signal equipment thereby enhancing longevity and minimizing repair time.
- Allow for the remote monitoring and control of critical intersections from a central location.

This year has been no exception. In its fourteenth year, the Department of Transportation's TSMP has successfully met, and, in some cases, exceeded many of its performance measure targets. For example, in 2002, the TSMP met and exceeded its performance target for the percentage of residents that rate traffic flow in the city as acceptable. In the same year the TSMP also met and exceeded performance measure guidelines that examine the percentage of traffic signal operation complaints that have been handled in 14 days or less. Additionally, the Traffic Signal Management Program has also helped the department meet and exceed maintenance targets for its part in preserving the city's transportation infrastructure at a condition of 'fair' or better.

Perhaps the key to the success of the Traffic Signal Management Program can be related to the Department of Transportation's strong commitment to continuous improvement. In the previous year, DOT's TSMP began work on a number of projects aimed at bettering the system and then passing the results back to the department's customers.

The first of these efforts is the Pro-Active Signal Re-Timing Project, which is already under way. Partial results have shown improvements of 15% to even 40% more efficiency along certain arterial corridors. The Department will continue to perform these "after studies" to determine the true effectiveness of the project when it is complete. Department Staff has also started work on the city's Smart Intersections project, which will bring approximately 100 more traffic signals "online" for remote monitoring and control of operations based on active conditions. Much of this project will utilize "wireless" technologies that will help to further enhance the Department's traffic signal system and communications infrastructure. Finally, the TSMP has also entered into a contract to study and re-time traffic signals along the city's Light Rail (LRT) corridors, particularly North First Street. This project will enhance the operation of nearly 93 traffic signals that share operations with LRT vehicles, automobiles, bicyclists and pedestrians; the ultimate goal being to increase the efficiency of this "multi-modal" thoroughfare.

For more information on the Department of Transportation Traffic Signal Maintenance Program (TSMP) call 277-4304.

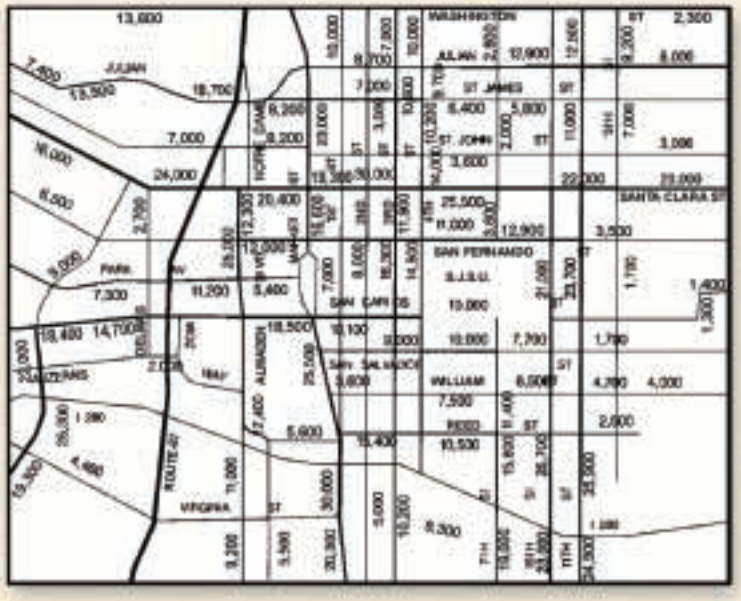
Complaints about traffic signals can be reported via email to: traffic.signal@ci.sj.ca.us

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

CITY OF SAN JOSE
and Surrounding Area

TRAFFIC FLOW MAP
24 Hour Volumes

2002



DOWNTOWN AREA

*UPDATED WITH MOST RECENT COUNTS

DEVELOPED AND COMPILED BY:

DEPARTMENT OF TRANSPORTATION

Downtown Transportation System

Downtown Access and Circulation Study

On June 4, 2002, the San José City Council approved a new transportation plan for the greater Downtown San José area that focuses on improving the livability of surrounding neighborhoods, increasing transit use, and providing for a more efficient use of the existing freeway system. The plan was developed in coordination with a community working group made up of representatives from Downtown neighborhoods, businesses, and San José State University.

The centerpiece of the plan includes converting many of the one-way "couplet" streets back to two-way operation. These include:

- Third/Fourth streets, north of Julian Street
- Julian/St. James streets, west of Fourth Street
- Tenth/Eleventh streets, north of Santa Clara Street
- Second/Third streets, south of Route 280
- Almaden/Vine streets, south of Route 280

The "couplet" conversion plan also includes changes to Tenth/Eleventh streets, south of Santa Clara Street by reducing travel lanes from three to two and adding a bike lane. The intent of "couplet" conversions is to improve the livability of Downtown neighborhoods, by limiting the speed and volume of traffic passing through neighborhoods and improving conditions for bicyclists and pedestrians.

The transportation plan also addresses strategies to serve the access needs of a growing Downtown area. The major recommendations include expanded use of transit facilities, such as bus, LRT, Caltrain and the future BART extension, and by implementing a motorist information system on the freeways (referred to as Intelligent Transportation Systems) to more efficiently distribute traffic into and out of Downtown.

Diridon / Arena Strategic Development Plan

The intention of the Diridon/Arena Strategic Development Plan is to guide the long-term development of the Diridon area in Downtown San José. The Plan considers and coordinates a number of recent and current planning efforts, including:

- The San José 2020 General Plan
- The Midtown Specific Plan
- Strategy 2000: Greater Downtown Strategy for Development
- The Guadalupe River Park Master Plan
- The Delmas Park Neighborhood Improvement Plan

There were two major factors which prompted the development of this Plan. First is the amount of transportation investments that are currently being made and are being planned for Downtown San José. The significance of the transportation projects in this area may lead to the transformation of the city into the most important transportation hub in the nine-county Bay Area. A large proportion of these investments focus on the historic Diridon Station and will result in an increased growth in the volume of transit in this area and opportunities for significant increases in transit use.

Secondly, Downtown San José continues its transformation into a vital urban center for finance and commerce, serving the Silicon Valley and the greater Bay Area. Despite the current economic downturn, the demand for commercial office and high-density residential housing is expected to continue to grow. As described in the Strategy 2000 report, the continued intensification of uses in the Downtown area provides the opportunity to reinforce the attractiveness of this urban center as a place to work and live.

The Diridon/Arena Strategic Development Plan will establish the location, intensity and character of land uses; circulation patterns for transit, pedestrians, and the basic requirements of utilities and public infrastructure; standards for design and development; and required actions necessary for implementation. The Plan is conceptual in nature, providing a "strategy" for district development.

This nine-month effort was sponsored by the San José Redevelopment Agency (SJRA) and the Santa Clara Valley Transportation Authority (VTA) and included the active participation of a number of groups and individuals.

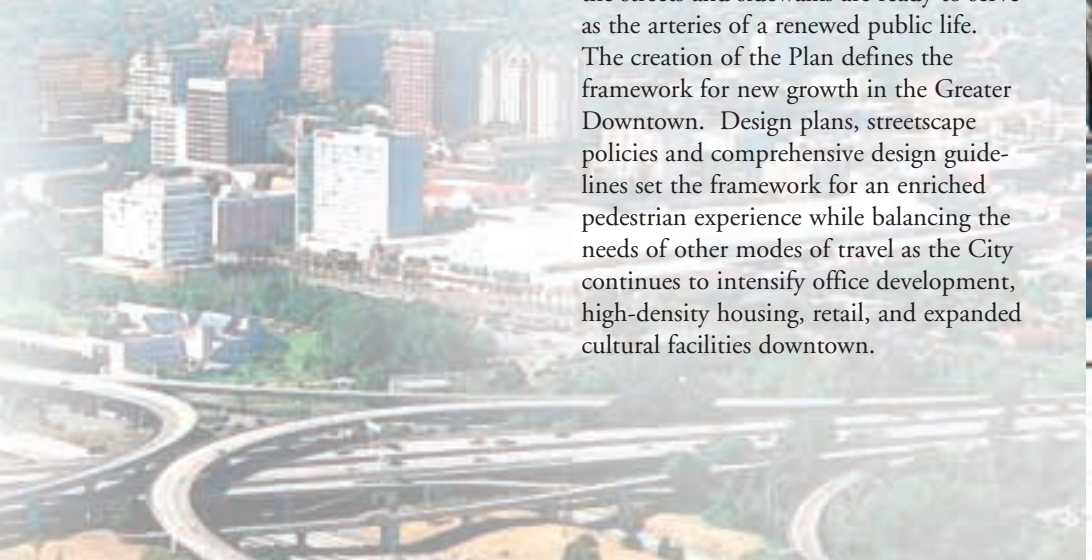
Parking

The Downtown continues to develop as a thriving center for business during the day and entertainment uses during the evening and on weekends. Making it convenient for people to come, park and enjoy Downtown is an important goal of the City and the Redevelopment Agency.

The City and Redevelopment Agency have completed a comprehensive Parking Management Plan that details an extensive ten-year effort to add parking facilities, free shuttles to peripheral lots and encourage transit use to Downtown. Coupled with improved maintenance, customer service, valet parking and upgrades to parking equipment, the City hopes to attract more people to park and enjoy the Downtown.

To keep up with parking demands, a new 750 space parking facility located at the corner of Fourth and San Fernando Streets will open in January 2003 and two additional parking facilities sites have been identified and are currently in the design phase. A state-of-the-art Parking Guidance System will also be operational in late 2003 to direct motorists to available parking locations throughout the Downtown and approximately 150 on-street metered parking spaces will be added to the Downtown core to offer more convenient parking options.

A parking website (www.sjdowntownparking.com) provides complete information on where to park and includes details on the FREE Parking and Downtown Retail Parking Programs.



Downtown Transportation Projects

Project	Estimated Project Cost	Year of Completion
Rail		
Silicon Valley Rapid Transit Corridor – BART extension to Santa Clara County	$3.8 billion	2012
Vasona Light Rail	$320.9 million	2005
Downtown/East Valley Light Rail	$286 million	2007-2008
California High Speed Rail	$25 billion	2020
Roadways		
Route 87 – Julian to Route 101	$260 million	2003-2004
Route 87 – Julian to I-280	$75.2 million	2005
Couplet Conversion	$15 million	TBD
Downtown Freeway Access ITS	TBD	TBD
Enhanced Bus		
Bus Rapid Transit (BRT) – Monterey Hwy	$ 38 million	2006-2007
Line 22 Bus Rapid Transit	Various projects	2007

Downtown San José Streetscape Master Plan

In 2002, the San José Redevelopment Agency (SJRA) in collaboration with the Departments of Public Works, the Department of Transportation, and the Office of Cultural Affairs developed a draft update and revision of the City's original 1989 Downtown Streetscape Master Plan.

The revision was undertaken in recognition of several years of tremendous growth that have helped to revitalize the Downtown and the need to ensure that the streets and sidewalks are ready to serve as the arteries of a renewed public life. The creation of the Plan defines the framework for new growth in the Greater Downtown. Design plans, streetscape policies and comprehensive design guidelines set the framework for an enriched pedestrian experience while balancing the needs of other modes of travel as the City continues to intensify office development, high-density housing, retail, and expanded cultural facilities downtown.

Mineta San José International Airport

Access to the Norman Y. Mineta San José International Airport (SJC) is vital to the City of San José's continued economic growth. Located two miles north of Downtown, Mineta San José International Airport is a self-supporting operation that currently serves more than 11 million passengers annually. In an effort to accommodate the estimated 17.6 million passengers who will be using the airport by the year 2010, expansion and improvement of Airport facilities is the critical next step. These improvements include a series of major facility upgrades; the City's Department of Transportation is focusing on several transportation improvements that will provide the infrastructure needed to support SJC's future growth of the Airport.

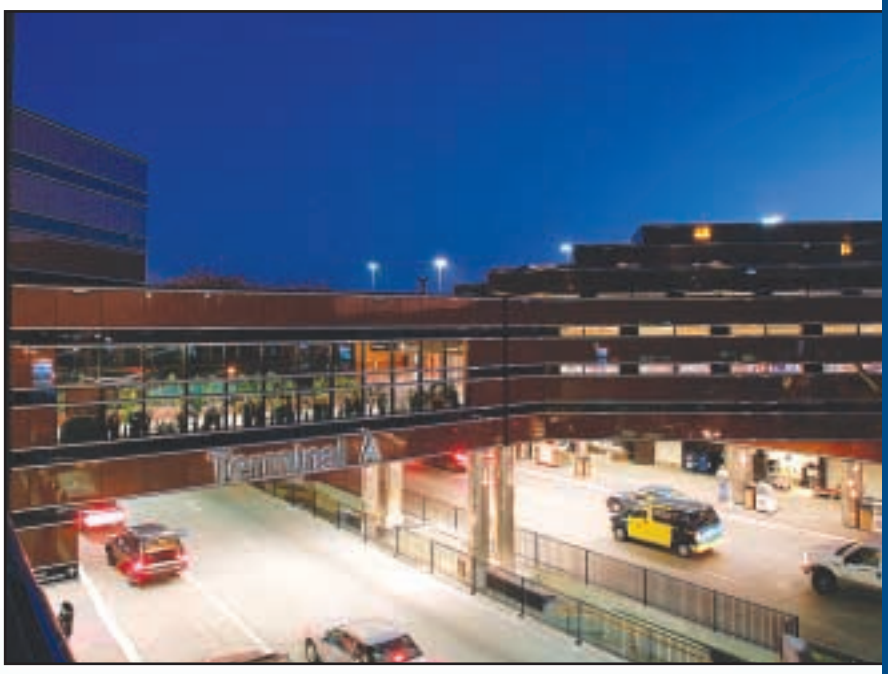
Critical Transportation improvements in and around the airport corridor include:

- **Route 87 - Julian to 101.** Construction improvements along Route 87 will ease congestion to and from the Mineta San José International Airport. The project improves the existing Guadalupe Parkway by converting it from a four-lane road with four signalized intersections into a six-lane freeway. Scheduled for opening in December 2003.
- **I-880/Coleman Avenue Interchange.** This proposed project will reconstruct the entire I-880/Coleman Avenue interchange, replacement of the Coleman Avenue Bridge over I-880 and modification of all existing onramps and offramps will also take place, as well as modifications to Coleman Avenue, Airport Boulevard, McKendrie Street, and Newhall Street in the proximity of the interchange. Scheduled for completion in late 2005.
- **Skyport/Airport Intersection Level of Service (LOS) Upgrade.** LOS improvements that will be completed in coordination with the Route 87/Skyport improvements. Scheduled for completion in December 2003.
- **Coleman Avenue/Airport Boulevard LOS Upgrade.** LOS improvements that will be completed in coordination with the I-880/Coleman Avenue project. Scheduled for completion in late 2005.
- **Airport Boulevard/Airport Parkway LOS Upgrade.** LOS improvements that will be completed in June 2005.
- **Development/funding of an Automated People Mover (APM)** – City staff is working to develop a concept plan to provide access to the airport that will connect with existing Light Rail service at North First Street and Heavy Rail service at the Santa Clara Caltrain Station. Additional funding will need to supplement 2000 Measure A funds and City funds which have been earmarked for the APM project.

- **Grade separations** - Grade separations at Skyport Drive and at Airport Boulevard will help alleviate congestion in the corridor.

At present, roadway congestion and sufficient parking can be problematic at SJC during peak periods. A currently available alternative transportation option is the free VTA Airport Flyer bus that connects Light Rail and Caltrain to the Airport. Light Rail patrons transfer to the Airport Flyer at VTA's Metro Light Rail Station and Caltrain riders are able to pick-up the Airport Flyer at the Santa Clara Caltrain Station. The Airport Flyer provides easy and convenient access to SJC.

For more information regarding the Norman Y. Mineta San José International Airport log on to the Airport's website at ***www.sjc.org.***



Traffic Calming

Traffic Calming describes the management of traffic so that its negative impacts on residents, pedestrians and schools are minimized. Two years ago, the City's Traffic Calming Program was introduced to improve safety and livability within San José neighborhoods. The program was developed with extensive resident input, and coordination with other City departments and offices. The program has been updated to incorporate improved timeliness goals, and to address the impacts created by new developments on existing neighborhoods.

The Traffic Calming policy consists of two categories of traffic calming services – Basic and Comprehensive. Basic Services comprise about 95% of requests for service and could include improvements such as installing red curb painting near a crosswalk, installing a stop sign or high visibility crosswalk, or posting truck restrictions. Comprehensive services comprise the remaining studies and are designed to either slow down traffic or discourage cut-through traffic in residential neighborhoods. Examples of comprehensive measures include chokers, medians, road bumps, major corner bulb-outs and a full or partial street closure.

Following are some of the highlights of the Traffic Calming Program this past year:

- Residential Permit Parking zones were created in three neighborhoods – College Park, Horace Mann and South University neighborhoods. Residential permit parking zones help to alleviate the ongoing parking intrusion some neighborhoods experience from destination venues, such as universities.
- Forty-two schools were evaluated as part of the School Access Enhancement Study. The recommendations are centered on education, enforcement and engineering actions that can be taken to enhance safety conditions at each school. The study identified actions such as operational changes the schools could implement, recommendations for more frequent education of students and parents about proper behaviors during drop-off and pick-up periods, more frequent coverage of parking regulations to improve compliance, and improvements the City could make within the public right-of-way, such as installing curb ramps and modifying on-street signage.
- November 2002 marked the debut of Street Smarts – an innovative City public safety campaign directed towards motorists and pedestrians that has gained regional interest and has received grant funding from the California State Automobile Association.
- Significant progress was made on the design of traffic calming plans for six neighborhoods. These plans include measures that are aimed at enhancing pedestrian crossings, slowing traffic and in a few cases, diverting traffic flow. In many of these neighborhoods, temporary traffic calming measures were installed first on a trial basis. The purpose of the temporary measures were to enable the neighborhood to evaluate the impact a device has before determining if the device should become a permanent fixture. Construction of the permanent devices will begin in the summer of 2003. A majority of the permanent devices will include landscaping to provide aesthetic benefits to the neighborhood as well.
- A speed advisory trailer with a changeable message sign was purchased for the Police Department. The trailer will primarily be used in school zones.

School Safety and Education

The prime responsibility of the San Jose Police Department's School Safety and Education Unit is to reduce and prevent accidents to school children. In order to meet its goals the Unit oversees three programs. They are:

- The Adult Crossing Guards Program
- Safety Education Programs
- Student Safety Patrol

There are currently 173 adult crossing guards, serving the students and citizens of San José and surrounding communities. In addition to the placement of adult crossing guards, the School Safety and Education Unit trains 2000 students in over 60 schools to assist fellow students to and from school safely each day. Additionally, the program offers pedestrian safety presentations to teach safe methods to cross controlled and uncontrolled intersections.

The School Safety and Education Unit also provides bicycle safety presentations. These presentations teach children the proper way to ride a bike, explain laws relating to bicycles and the importance of helmet use, not only for bikes but also for skate boards, scooters and skates.The Unit also provides presentations to kindergarten through sixth-grade students on stranger danger. "Mikey and Maggie" the bike bot has greatly enhanced these presentations. Presentations are made to all public, parochial and private elementary schools.

For more information on School Safety and Education programs offered by the SJPD call (408) 277-4553.

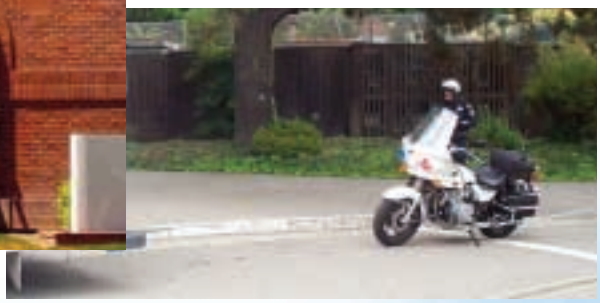
Street Smarts Campaign

In November 2002, the City launched its Street Smarts campaign to raise awareness and change driver, pedestrian and bicyclist behaviors to improve safety on San José streets. Targeted behaviors include:

- Red light running
- Stop sign violations
- Speeding
- School zone violations
- Crosswalk safety and compliance

The Street Smarts public education program takes an innovative approach to traffic safety by using education in support of engineering and enforcement to improve safety on city streets, for an initial investment of $845,400. The media campaign rolled out in December 2002, and is being followed by an intensive community relations approach to bring the campaign messages to neighborhoods, schools and businesses.

Over 16 Bay Area cities have expressed interest in partnering with the City of San José to expand the campaign regionally to increase its effectiveness. AAA became the City's first corporate partner to support Street Smarts, donating $10,000 to the program.



Safe Routes to School

Continuing their commitment to safety, the San José City Council adopted Resolution 70410, which authorized an agreement with ALTA Transportation Consultants to conduct a school access enhancement study for a one-year period. Council took this action in June 2001.

The primary goal of the School Access Enhancement Study was to identify public right-of-way and school site improvements that would enhance the safety of pedestrians, bicyclists, and motorists in the vicinity of school areas during school pick-up and drop-off periods. The study evaluated forty-two public and private schools with grades between kindergarten and eighth grade.

Prior to initiating the school investigations, each school district was requested to provide assistance in prioritizing the schools that should be evaluated during the study.The majority of the 42 schools selected were ranked as priorities by the school districts that submitted information. City Council offices also provided input on potential school sites.

The outcome of the investigations for each school detailed observations during the drop-off and the pick-up periods at the selected schools and highlighted recommended actions and improvements for City and school district follow-up.The recommendations centered on education, enforcement and engineering actions that could be taken to enhance safety conditions at each school, and were further categorized as either short-term or long-term improvements.The most common recommendations were the need for more frequent education of students and parents and more frequent coverage of parking regulations to improve compliance.

The study recommended that the City follow-up on measures such as refreshing or modifying curb markings, installing curb ramps, conducting specific traffic calming studies, and constructing sidewalks. DOT has already implemented many of the recommendations identified as short-term improvements, such as curb markings and sign replacements. Other recommendations included conducting STOP Sign analyses, and Level I and II Traffic Calming studies. DOT will continue efforts to complete the short-term action items during the next fiscal year, and work towards longer-term recommendations as outlined in City Policies. DOT will continue to strive to implement the City's priority items within existing resources.

The study made recommendations to schools, which included modifying operational procedures during pick-up and drop-off periods, constructing or modifying parking lots, and providing more frequent educational material to students

and parents regarding safe walking, bicycling, pick-up and drop-off practices. Implementation of recommendations that involve changes in school operations or school site modifications will be the responsibility of each individual school district. Draft reports have been presented to each school district and DOT will work collaboratively with each district to reach agreement on school recommendations that can be implemented within a short timeframe, and those that will need to be programmed into the future.

DOT plans to return to Council for approval of a resolution to continue the agreement with Alta Transportation for school access enhancement services. If approved, the agreement would provide evaluation of fifty-two schools during 2003.

Enforcement Efforts

The purpose of the San José Police Department's Traffic Enforcement Unit (TEU) is to reduce traffic collisions, their resulting injuries, and to facilitate the safe and expedient flow of vehicular and pedestrian traffic through the public's voluntary compliance with traffic regulations. The TEU uses a combination of education, engineering referrals and enforcement in order to meet these objectives.

The Traffic Enforcement Unit is responsible for vehicle code enforcement and collision investigation. Control of vehicular and pedestrian traffic is emphasized and is accomplished through patrol work, use of radar enforcement and other specialized enforcement methods. High collision locations and causative factors are identified and targeted for selective enforcement. Complaints involving chronic traffic violations and commercial vehicle violations are also investigated. TEU is responsible for assisting with the planning and management of special events such as parades and festivals, dignitary escorts, certain large gatherings necessitating crowd and traffic control, and spontaneous critical incidents such as hazardous material spills, gas leaks, and flooding.

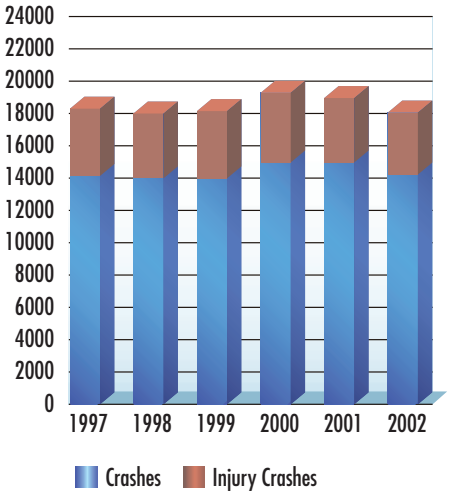
Council Service Requests and resident complaints regarding traffic-related problems are addressed within two weeks of their receipt and last fiscal year, the TEU in cooperation with Community Services, established a process for residents to report their traffic complaints over the Internet via the Police Department's web site. An average of five to ten complaints a week were received through this web site. The Department of Transportation also utilized this method of providing a number of traffic complaints that they had received from residents.

Traffic safety education continues to be emphasized as a means of reducing driving under the influence and injury crashes. These education efforts include the use of public service announcements, media events, and Law Enforcement Campaigns (Sober Graduation, Avoid the Thirteen, Every 15 minutes, Operation Safe Passage, Child Safety Seats, etc.).

TEU works closely with the Department of Transportation in meeting the City's Traffic Calming objectives relative to the enforcement component. Using and incorporating statistics developed through DOT's NASCOP program, Radar Speed Trailers, and engineering section, TEU will continue to provide effective enforcement support for the Traffic Calming effort.

City of San José Reported Crashes		
Year	Crashes	Annual Changes
1997	14,244	- 4%
1998	14,187	- 4%
1999	14,176	0%
2000	15,017	6%
2001	14,872	-1%
2002	14,378	-3%

Total Crashes Including Injury Crashes



Note: Injury Crash totals include crashes involving a fatality

City of San José Reported Crashes – Breakdown				
Year	Injury Crashes	Rate	Fatal Crashes	Rate
1997	4,224	4.8	34	.04
1998	3,981	4.3	29	.03
1999	4,057	4.4	37	.04
2000	4,202	4.5	37	.04
2001	4,061	4.4	34	.04
2002	3,784	4.1	37	.04

Note: Injury Crash totals include crashes involving a fatality. Crash rate is crashes per thousand people.

City of San José Reported Fatal Crashes – Breakdown						
Year	Fatal Crashes	Fatalities	Pedestrian Fatalities	Percentage of all Pedestrian Accidents	Bicycle Fatalities	Percentage of all Bicycle Accidents
1997	34	36	15	4%	1	.2%
1998	29	29	14	4%	4	.9%
1999	37	42	13	3%	2	.5%
2000	37	38	19	5%	1	.3%
2001	34	36	11	3%	4	1.1%
2002	37	37	20	6%	3	.8%

Maintenance Services

There are approximately 800 signalized intersections in San José. The Department of Transportation (DOT) determines where traffic signals are needed, and operates and maintains them after they are installed.

The DOT maintains a priority list of all locations meeting the minimum criteria for a signal. The ranking of each location is determined by the results of the most recent signal study. Based upon the signal priority list and the available budget, Traffic Engineers with the City recommend new signal installations each year to the City Council. Most traffic signals are funded through the City's Capital Improvement Fund. Developers as part of residential or commercial construction projects finance signals in other locations. The DOT regularly performs preventive maintenance inspections on traffic signals and signal equipment to ensure that they are functioning properly and efficiently. In addition, crews are available 24/7 to repair any malfunctions of signal problems that occur. For more information on the Traffic Signal Maintenance Program or to report a signal problem call (408) 277-4373.

Traffic Signage and Street Marking

Among the many requests for signs and marking installations, the DOT receives numerous requests for the installation of stop signs. Each request is studied to determine whether or not installing stop controls is the appropriate safety measure. The DOT also performs preventive maintenance on traffic signs and street markings to improve the conditions and visibility of the devices.

To report a damaged, faded or missing sign or street marking call (408) 277-4691.

Street Maintenance

The City's Preventive Maintenance Program is the most cost-effective method to extend the life of San José's local streets and roads. With more than 2290 miles of streets it is vital to the residents of San José that we keep our roads looking and riding like new. Preventive Maintenance encapsulates three different methods of protecting roadways from early deterioration. By utilizing chip sealing, slurry sealing and resurfacing the useful life of San José's streets can be extended from 20, to as much as 100 years, if regularly maintained.

For more information on the street maintenance program or to report a pavement problem call (408) 277-4373.

Potholes

In order to provide residents of San José with timely action on pothole complaints, the City has two committed crews responsible for responding directly to requests for service. Two teams are radio dispatched and carry cell phones so that they are able to provide better and more reliable customer service by communicating directly with the party reporting the pothole. They are also able to relay information to the reporting resident if the crew encounters problems filling the pothole due to a parked vehicle or other conditions. This interaction provides enhanced communications with our customers.

Potholes can be reported by calling either (408) 277-4373 or (408) 277-4569.

Street Sweeping

Street sweeping provides two primary benefits to the city. The more obvious benefit is the collection and removal of paper, leaves, and other visible debris that collects in the gutters. In addition to being unsightly, this debris can block the catch basins and other storm water facilities, causing localized flooding during heavy rains. An equally important, but less visible benefit is the removal of metal particles, and other hazardous waste products left by passing vehicles. Although they are virtually invisible, these particles can be extremely harmful to fish and other wildlife, if they reach our creeks, our rivers, and eventually, the bay. Street sweeping is an effective method of removing both the large and small particles that collect on City streets. The City of San José sweeps all of its streets at least twice per month. In 2002, 64,000 miles of residential streets were swept.

Streetlights

There are more than 55,000 streetlights throughout San José. They are repaired and maintained to ensure adequate nighttime visibility at street intersections and along streets. DOT crews replace burned out lights as they are reported. Information on burned out streetlights can be provided to the Department by calling (408) 277-5571, by emailing street.lights@ci.sj.ca.us or by faxing the information to (408) 277-3164. Important information to have prior to contacting the DOT include the pole number stenciled on the street side of the pole, the address and street where the light is located, the nearest cross street, and a phone number where the Department can reach the reporting party for further information, if needed.

Trees and Landscaping

Management and care of the city's street trees is provided by DOT. Whether it is neighborhood tree clearance pruning, 24-hour emergency tree response, removal of dead and unsound trees, planting trees in new subdivisions, advising the public on tree care, and processing permits for planting, trimming, and removal of city trees, DOT's maintenance crews are hard at work providing these essential services.

DOT crews are also responsible for the irrigation maintenance, weed and litter removal, application of herbicides, pruning of trees, shrubs, and ground cover, and water service for the city's 188 acres of street landscapes.

Weed Abatement

The weed abatement program encompasses a proactive approach to maintaining a weed-free environment. The service currently provides maintenance of undeveloped right-of-ways, City-owned lots, and undeveloped parkland.

Weed abatement is provided by City crews and augmented by contracted services. DOT chemically sprays over 8.5 million square feet of right-of-way and tractor mows 13.5 million square feet. For more information, please call 277-3627.

Adopt-A-Street

Another program sponsored by DOT is the Adopt-A-Street Program that provides businesses, organizations, neighborhood associations and individuals the opportunity to become a partner with the City in beautifying and maintaining a street landscape parcel. Assistance is welcomed from volunteers who desire to improve and maintain the landscaping in their community. For more information, please call (408) 277-3611.

The Strong Neighborhoods Initiative (SNI)

The Strong Neighborhoods Initiative is a commitment made by the Mayor and the Council to unite with San José communities to strengthen City neighborhoods. Strong Neighborhoods is about cleaner, safer neighborhoods and connecting those neighborhoods to resources and to each other. It is listening to San José neighborhoods and responding to citywide priorities.

On December 14, 1999, the San Jose Redevelopment Agency (SJRA) Board approved the Neighborhood Investment District ("NID") Survey Area as a non-contiguous survey area. On May 23, 2000, the SJRA Board approved a third amendment to the NID Survey Area to change the name to the Strong Neighborhoods Initiative ("SNI") Survey Area, in order to coordinate with the "Strong Neighborhoods Initiative" program being undertaken in the neighborhoods by the City of San José, the SJRA and the community. On January 11, April 4, August 8, October 24 and October 31, 2000 and January 9, August 28 and October 2, 2001, the SJRA Board approved amendments to add or expand geographic areas to the SNI Survey Area and authorized the SJRA to study the Survey Area to determine its suitability for the formation of a project area.

A series of public meetings were held in the Project Area prior to Plan adoption, to discuss the Plan formation process. During the meetings, community members, including residents, business owners and property owners, were supportive of the proposed SJRA efforts directed at revitalizing the Project Area.

A Project Area Committee ("PAC") was elected and appointed in March and April 2001, and confirmed by the City Council on June 19, 2001. The PAC met 10 times over eight months prior to the adoption of this Plan. PAC concerns included housing, historic preservation, transportation, code enforcement, and parks, trails, and open space. The SJRA Board and City Council reviewed summaries of all PAC meetings. On May 22, 2002, the PAC approved the draft Redevelopment Plan and recommended its adoption.

Pursuant to the requirements of the California Environmental Quality Act, an Environmental Impact Report was prepared in connection with the adoption of this Strong Neighborhoods Initiative Redevelopment Plan (the "Plan" or the "Redevelopment Plan"). The Planning Commission of the City of San José certified the Environmental Impact Report on May 22, 2002.

By focusing resources from the City of San José, San José Redevelopment Agency, private investment, and public-private partnerships, the Strong Neighborhoods Initiative has begun to:

- improve neighborhood conditions
- enhance community safety
- expand community services
- strengthen neighborhood associations

The City of San José Strong Neighborhood Initiative (SNI) program has approximately 170 action items, of which 53 projects are assigned to the Department of Transportation (DOT). As of June 2002, the San Jose Redevelopment Agency (SJRA) programmed $7.23 Million over the next five years for 17 of the DOT action items located within eight (8) SNI areas.

More information on the Strong Neighborhoods Initiative can be found at: www.strongneighborhoods.org

Capital Improvement Program

The City's entire five year Capital Improvement Program (CIP) totals approximately $3.5 billion and includes over 800 projects and programs. About $350 million of this is dedicated to transportation-related projects, exclusive of those in SNI areas. This amount provides funding for over 190 projects and programs that fall within the Transportation Core Service Area (CSA). These projects include traffic calming, roads and bridges, Intelligent Transportation Systems, street resurfacing, median island landscaping, parking capacity improvements, signals and streetlights, and pedestrian and bicycle facility projects. The implementation and delivery of these projects and programs is critical to achieving the Transportation CSA goal of providing a safe and efficient transportation system.

Capital Improvement Program Action Team (CIPAT)

In response to the need for improved project delivery, the Capital Improvement Program Action Team (CIPAT) was established. The CIPAT, together with project managers in the Transportation CSA, have formed a CIP Project Delivery Team.

The CIPAT was formed to provide assistance to all departments within the City that have the responsibility for the delivery of capital improvement projects. The CIPAT is charged with developing a master list of all capital projects in the City used to monitor schedules and budgets.

Working together, the Team helps project managers deliver projects on time and within budget.

Project Management Computer Database

Keeping track of all 190 projects and programs is a monumental task that can best be accomplished with the use of a computer database system. Project managers currently use the project management database system originally developed by the Department of Public Works to input their project data. In addition to being a vital tool for project managers, the database serves as an important information resource for the City. It provides quarterly reports to City Council on the status of capital projects and provides project information to the general public through the internet at the following website: www.ci.san-jose.ca.us/pub_wrks/cip/.

Goal of the Project Delivery Team

The purpose of the Project Delivery Team is to serve as a resource for all project managers in ensuring the successful delivery of their projects. The Team examines current project management practices and procedures in an effort to streamline the delivery process. They look at ways in which cost and quality control can be improved. They help with the setting of schedules, management of resources, reporting of project status and issues, and implementation of performance measurements. Meeting the community's delivery expectations while providing safe and efficient transportation is the goal of the Project Delivery Team.

Completed CIP Projects – 2002
Aborn Square Loop Sidewalk Installation
Colleen Drive
Julian Street/McKee Street Overpass
West Virginia Street Sidewalk
Curtner Avenue Infrastructure Improvement
Hillsdale Avenue Sidewalk Installation
Hope Street Improvement Project
Scott Street Sidewalk Improvement
Trimble Road at Guadalupe River
Williams Road Sidewalk

Land Use and Transportation

San José Smart Growth Strategies focus on achieving significant continued jobs and housing growth directed to infill locations. Much of the growth is planned along transit corridors, thereby maximizing the efficiency of the transportation system, particularly mass transit. San José is implementing these strategies through various programs and activities.

The San José 2020 General Plan is the adopted statement of policy for the physical growth and development of the city. The plan incorporates strategies, goals and policies that guide land use decision-making and a Land Use/Transportation Diagram which identifies the city's planned future land uses and supporting transportation infrastructure system. During 2002, the General Plan was reviewed four times, during which there were 46 amendments to the Land Use/Transportation Diagram and text. As a result of these changes, capacity for 7,800 additional dwelling units were added to the General Plan, bringing the residential holding capacity of the Plan to 47,900 dwelling units.

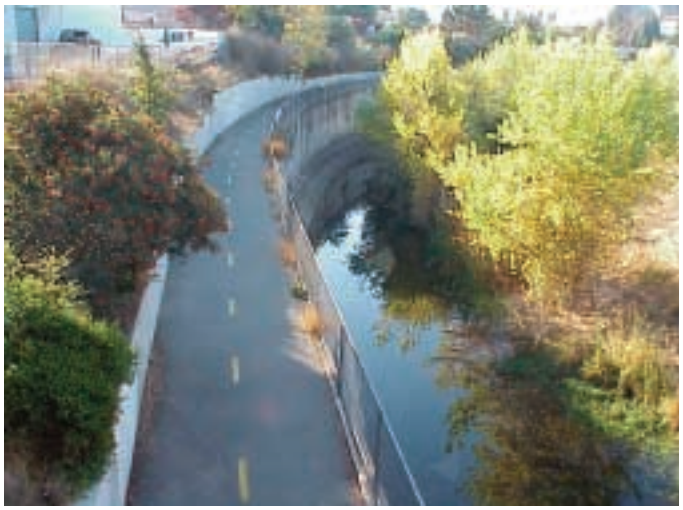
The Housing Opportunity Study (HOS) is an on-going proactive effort to identify potential sites for higher density, mixed use development in close proximity to transit. Phase II of the HOS was completed in 2002, with the addition of five sites along the East Santa Clara Street/Alum Rock Transit-Oriented Development (TOD) Corridor, comprising approximately 1,500 dwelling units. In addition, amendments approved on the San José Steel and Flea Market sites add up to 5,500 dwelling units surrounding proposed BART stations. Work on Phase III of the HOS is underway. General Plan amendments resulting from the HOS Phase III are expected to be included in the Fall, 2003 General Plan hearing.

Planning staff are currently working on preparation of two new specific plans, the East Gardner and Coyote Valley Specific Plans.

The East Gardner Plan, encompassing a 133-acre area generally bounded by Interstate 280, Sixth Street, Hollywood and Humbolt Streets, and South First Street is envisioned as a high density, mixed use community featuring new housing, a strong pedestrian orientation, a new park, arts-oriented uses, the preservation of historic houses and the reuse of historic industrial buildings. The Draft Plan document underwent review by the Specific Plan Advisory Committee in late 2002 in anticipation of completion of environmental review and consideration of the Final Plan by the Planning Commission and City Council in early 2003.

The Coyote Valley Specific Plan process was initiated by the City Council in August, 2002. The Specific Plan Task Force has begun the process to review the existing conditions in Coyote Valley and to develop a work program for preparation of the specific plan. The Coyote Valley contains significant biological resources and habitat, some of which are officially designated by the U.S. Fish and Wildlife Service. In light of this biodiversity, the development of the Coyote Valley Specific Plan is being carefully coordinated with the preparation of a Habitat Conservation Plan (HCP), which is the process for identifying the area's resource constraints and opportunities.

Another Smart Growth strategy is the emphasis on alternate transportation modes and the creation of a more walkable community. In the 2001 General Plan Annual Review, the City Council adopted amendments to strengthen the City's pedestrian and related policies and add the Pedestrian Priority Areas Diagram, based on recommendations of a Pedestrian Issues Task Force. Based on the City's adopted Bicycle Master Plan, 25 new segments were added to the General Plan Transportation Bicycle Network Diagram. In the Fall 2002 amendment cycle, Planning staff coordinated with the Department of Parks, Recreation and Neighborhood Services to add a new Trails and Pathways Policy to support efforts to convert "rails to trails" and to modify the Scenic Routes and Trails Diagram. This will add and modify 15 trails, consistent with the recommendations of the "Greenprint" parks strategic plan and/or Strong Neighborhoods Initiative Improvement Plans.



As San José continues to grow and mature, the preservation and enhancement of the existing neighborhoods is equally important. The City's current efforts have been most visible through the current Strong Neighborhoods Initiative (SNI). Through SNI, residents, property owners and other community members are working with City and Redevelopment Agency staff to enhance neighborhood assets, eliminate blight, and improve the overall quality of life in their neighborhoods. To guide these efforts, each of 20 SNI areas is developing a Neighborhood Improvement Plan identifying the neighborhood's "top ten" priority action items. These action items range from installation of traffic calming devices and construction of new parks to increased code enforcement and vehicle abatement. To date, 17 plans have been approved by the City Council, with the remaining plans expected to be completed by June 2003.

City of San José Planning Documents	
General Plan	The adopted statement of policy for the physical growth and development of the city.
Housing Opportunity Study (HOS)	An on-going proactive effort to identify potential sites for higher density, mixed use development in close proximity to transit.
East Gardner Specific Plan	A plan document that envisions the East Gardner Area as a high density, mixed use community featuring new housing, a strong pedestrian orientation, a new park, arts-oriented uses, the preservation of historic houses and the reuse of historic industrial buildings.
Coyote Valley Specific Plan	The process for development of the Plan has begun with a Specific Plan Task Force reviewing the existing conditions in the Coyote Valley.
Habitat Conservation Plan (HCP)	The HCP is a plan which provides the process for identifying the Coyote Valley's resource constraints and opportunities. This plan is being coordinated with the Coyote Valley Specific Plan.

Transportation Partners

In order to maintain a high quality of transportation service for the residents of San José, the Department of Transportation works with a variety of regional and statewide transportation agencies.

Alameda County Transportation Authority (ACTA)
426 17th Street, Suite 100
Oakland, CA 94612
(510) 893-3347
www.acta2002.com

Bay Area Air Quality Management District (BAAQMD)
939 Ellis Street
San Francisco, Ca 94109
(415) 771-6000
www.baaqmd.gov

Bay Area Rapid Transit (BART)
800 Madison Street
Oakland, California 94607
(510) 464-6000
www.bart.gov

California Department of Transportation (Caltrans)
1120 N Street
Sacramento, California 94273-0001
(916) 654-5266
www.dot.ca.gov

Caltrans District 4
111 Grand Avenue
Oakland, California 94623
(510) 286-4444
www.dot.ca.gov

California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, California 95814
(916) 324-1541
www.cahighspeedrail.ca.gov

California Highway Patrol (CHP)
San José Area Office (340)
2020 Junction Avenue
San José, California 95131-2187
(408) 467-5400
www.chp.ca.gov

California Public Utilities Commission (CPUC)
505 Van Ness Avenue
San Francisco, California 94102-3298
(415) 703-2782
www.cpuc.ca.gov

County of Santa Clara Roads and Airports Department
101 Skyport Drive
San José, California 95110-1302
(408) 573-2400
www.countyroads.org

Federal Highway Administration (FHWA)
980 Ninth Street, Suite 400
Sacramento, California 95814-2724
(916) 498-5001
www.fhwa.dot.gov

Metropolitan Transportation Commission (MTC)
101 Eighth Street
Oakland, California 94607-4700
(510) 464-7700
www.mtc.ca.gov

Peninsula Corridor Joint Powers Authority (Caltrain)
1250 San Carlos Avenue
San Carlos, California 94070
(650) 508-6200
www.caltrain.com

Santa Clara Valley Transportation Authority (VTA)
3331 N. First Street
San José, California 95134-1906
(408) 321-2300
www.vta.org

Santa Clara Valley Water District (SCVWD)
5750 Almaden Expressway
San José, California 95118-3686
(408) 265-2600
www.scvwd.dst.ca.us

City Council

Ron Gonzales, Mayor

District 1: Linda J. LeZotte

District 2: Forrest Williams

District 3: Cindy Chavez

District 4: Chuck Reed

District 5: Nora Campos

District 6: Ken Yeager

District 7: Terry O. Gregory

District 8: David D. Cortese

District 9: Judy Chirco

District 10: Pat Dando

City Manager

Del D. Borgsdorf

Director of Transportation

James R. Helmer

Acknowledgements

Alameda County Transportation Authority

Bay Area Rapid Transit

California High-Speed Rail Authority

City of San José Department of Planning, Building and Code Enforcement

City of San José Department of Public Works

City of San José Police Department

City of San José Redevelopment Agency

County of Santa Clara

Metropolitan Transportation Commission

National Center for Statistics & Analysis

National Highway Traffic Safety Administration

Peninsula Corridor Joint Powers Authority

RIDES for Bay Area Commuters

Santa Clara Valley Transportation Authority

Traffic Safe Communities Network

CITY OF
SAN JOSE
CAPITAL OF SILICON VALLEY

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www.ci.san-jose.ca.us